## A WHEELING BOY

Tells of the Fighting in the Vicinity of Caloocan.

#### HARRY VANKEUREN'S RECITAL

Is Most Interesting and Graphic. How a Small Detachment of Minnesotans Dispersed a Large Body of Filipinos and Killed 300 of Them - The Filipinos, he Says, Have no Nerve and are not a Match for Americans.

In the following letter of Harry Van-Keuren, formerly of this city, and now a member of the Thirteenth Minnesota olunteers, serving in the Philippines, written to his brother, Mr. Charles E. VanKeuren, the experiences in the field of the Minnesota regiment are told in on interesting and graphic style:

of the Minnesola regiment are told in an interesting and graphic style:

IN THE FIELD, 23 MILES FROM MALOLOS, April 16.—Having a little spare time to-day I decided to occupy it by writing a few lines to tell you of a few of our adventures since we left camp on the Lunetta, Manlia, March 24. Our regiment was releved from police duty on March 2b by the Twentieth regulars and two battailons of the Twenty-third regulars. Our company did not move out to the camp fill the 22d. When we got there the First battailon, under Major Doggles, had gone out to the water reservoir on the Maraquina road, the Second battailon, under Captain Masterman, moving out to the same place the same day we left our quarters. On the 2th the Third battailon, under Captain Spaar (of our company), marched out to the reservoir. It was an awful march of six miles through the heat of the day, through dust so thick that it could be cut with a knife. About 2 o'clock in the afternoon we reached our place, which was in an old church, where we halted for the night. The next morning we were gotten up at half past two and had breakfast, and were on the road by 3:30, and we reached our position we laid there waiting for daylight, which came about 4:30. When we started after them. After going about a mile through the bush and thickets, which were composed of a thorny growth, and it was the next thing to impossible to get through. As it was I nearly tore the shirt of my back.

After going about a mile we found the insurgents' position and the fun started. When we first came up to the Filipinos we were on the top of one ridge, and the Gugus on another about 300 yards away. After about fifteen or twenty minutes of volley firing we started them on the run, and we kept up the "drive" until 11 o'clock, when we halted for about two hours' rest and also some dinner, after which we started again and kept up the advance we halted for about two hours' rest and also some dinner, after which we started again and kept up the advance till 5 o'clock, when we halted for the night. Well, it fell to my lot to go on outpost duty thath ight, and of course I got very little sleep. About 12 o'clock the insurgents attacked, our line, but after afteen minutes volley firing they were driven back and left us alone the rest of the night. During that attack an American voice was heard coming from the insurgent ranks, saying "We utili fix you when you try to take Malolos," but his threat amounted to but very little, as Malolos was taken with but very small loss.
Well, the next morning we marched back to the church and rested till about 3 o'clock in the afternoon, when we went into camp on the Mariquian road, guarding it. Our regiment was scattered along the road, each company about half a mile apart. I managed to set a good night's sleep that night and

a mile apart. get a good night's sleep that night and also rested the next day. That night I had to go on guard, and was relieved about 8 o'clock, and about 10 I got per-mission to go back into town, as I had several things I wanted to attend to, and got back to camp about 4 o'clock. is we were eating supper, orders were coelved for the regiment to assemble the certain point, and after we reach-

ed there orders were issued for a night march to Caloocan. We started at 6:20 In the evening and marched twelve miles to Caloocan, reaching there about 12 o'clock. When we halted for the night we were all so thred that we laid down in the road and slept like logs till 6 o'clock the next morning, when we had breakfast; also a pint bottle of Schiliz beer, with the compliments of the Schiliz agents here. At 7:30 we were put on trains on the welve miles, where we got off and into camp for the night. The next hag we packed up and marched six miles farther out, where we tre, guarding the railroad bridge; atroling the track.

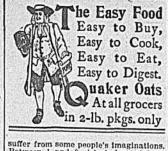
morning we packed up and marched about six miles farther out, where we now are, guarding the railroad bridge; also patroling the track.

Nothing of importance happened with with us till the night of April 10, when we were awakened about 12 o'clock by volley firing about a mile below us in the direction of Company C's camp. We all got up and got ready for business, and in a little while the order came to fall in, and twenty-five of us started down to reinforce Company C. When we got down there Company C mistook us for a body of Gugus who were trying to flank them, and fired three volleys at us. After a little while they found out who we were, and we got into line on the left side of the railroad track. We laid there till about 5 o'clock, when we heard a body of insurgents advancing on the track, with the evident intention of crossing the track and flanking Company C. They attempted to cross the track right where we were. We let them get up to within fifty feet of us, when we let loose at them. When we started at them they were in plain sight, and such a scrambling to get out of range of the bullets. If they had had any grit at all they would have made a charge on us, and I think that they would have fretty near gotten through, as there was only twenty-five of us, and I saw at least a hundred and fifty of them. The firing lasted about an hour, and bathing further happened till just after dayight, when they attacked us again, by the firing lasted about an hour, and hathing further happened till just after dayight, when they attacked us again, by that time we had reinforcements, and also a couple of armored cars with three Galling guns, one four-pounder Marine cannon and one Hotchkiss revolving cannon on board. We drove them back pretty quick when we started an advance and forced them back about three miles. After the scrap was over we found about three hundred dead Gugus on the held. During that the loss in our regiment was one kittle and sixteen wounded. After thasing them for a while our boys came back, and we s

hald, it was about five sules away, and was captured with but very little resistance. I did not get a chance to dire, shot in that scrapi as our contains was on the reserve line, and during the advance we had the first man wounded in our company, Corporal Keilher. He was the only man burt in the advance on Santa Marie. After we captured the town, General Wheath 1999, the contained on the contained of the first standard. We marched lank to camp in the afternoon.

In the advance on Santa Marie were the Thirteenth Minnesota, Second Oregon, part of the Fourth cavalry dismonted, one 2.2-inch gun of the Sixth artillery and one Hotchidiss revolving cannon. Several prisoners were captured, who told us that Aguinaldo was in Santa Marie when we started after b, but at the first shot from the 3.2 cannon he started for the mountains. After that was over everything was sulet till last night.

I will tell you what happened last light just to show what we have to



suffer from some people's imaginations. Between 1 and 2 o'clock last night a man came down from the First bat-tallon, saying that the Gugus were ad-yancing from the rear. Well, everytallon, saying that the Gugus were advancing from the rear. Well, everybody was aroused and we all got into position in our trenches. After waiting about two hours and nothing occurring, the officers came around and told us that we could go back to bed, which we did.

HARRY VAN KEUREN.

#### THE NAVAL POWERS

Of the World Discussed by a German

Constructor.
WASHINGTON, D. C., May 23.—The first of the general information series of bulletins for this year issued by the bureau of naval intelligence is a translation of a carefully prepared paper by Constructor Sussenguth, of the German navy, which appeared recently in the Marine Rundschau. It comprises a comparative sketch of the navies of the world with their increases during the next three years, so far as provided for by present appropriations. The writer calls attention to the fact that the demands made on Germany-for naval increase in the next three years is not nearly so great as has been popularly supposed, falling beneath that of either the United States, England, Russia, Japan or Italy. Relative to the cost of battleships it is shown that Germany is able to produce them as cheaply per ton as England and much cheaper than France or probably Russia.

It is stated that the navies of the world are profiting by the lesson of Santlago, where the heavy battleships brought about the destruction of the Spanish fleet and are building battleships of 12,000 and 15,000 tons displacement. Another lesson that the German constructor draws from the Spanish-American war as well as from the fight on the Yalu is the worthlessness of the unprotected ship in battle. Japan is the only country which is now building vessels of this class.

One of the most remarkable statements of the writer is the frank confession that England, on the completion of the ships now under construction for her navy, will be in a position to meet the combined navies of any two powers of the world. It is also stated that England has under construction and to be completed in the next three years vessels that alone will be more than equal to the total German navy as it will stand at the end of 1903.

A note by the naval intelligence bureau saps that this English fatilla now under construction will exceed the American navy, built and building, by over 100,000 tons displacement.

The most remarkable progress now being made by any naval power is by Japan. She will have a navy when her present programme of construction is completed, that will outclass any flotilat hat can be put in enstern waters by Japan. She will have a navy when her present programme of construction is completed, that will outclass any flotilat hat can be put in enstern waters by Japan. She will have a navy when her present p world with their increases during the next three years, so far as provided for

five knots, being the fastest vessels in the world.

#### A Creat American Industry.

The well-konwn New York Condensed Milk Company, of New York City, has just been re-organized and incorporated as Borden's Condensed Milk Company, The capitalization is \$20,000,000. The half a mile apart. I managed to good night's sleep that night and seid the next day. That night and seid the next day. That night and seid the next day. That night and things I wanted to attend to, at the regiment'to assemble and the regiment'to assemble and point, and after we reacher to good and after we reacher to enders were issued for a night to Caloocan. Statted at 5.20 in the evening arched twelve miles to Caloocan, at the read about 12 o'clock. When light we were all so that we laid down in the road put like logs till 6 o'clock, When light we were all so that we laid down in the road that we laid down in the road in the ments of the Schlitz agents here, we were put on trains on the & Dagupan railroad and came elve miles, where we got off and into camp for the night. The next age we packed up and marched wide miles and the all the night of April 16, when the substitution of the railroad bridge; turoling the track.

In the night of April 16, when the substitution of Company C's camp, it so tup and got ready for busilistic to a part of the fight was a happy day when the South as till the night of April 16, when the substitution of Company C's camp, it so tup and got ready for busilistic to the sold in the ready for busilistic to the sold in the company very heavy demands for its product, and the Northern armies were supplied as extensively as manustreation of Company C's camp, it so tup and got ready for busilistic to the product of the product of the first of the light of New York Condensed Milk Company, and the Northern armies where we got off and in a little while the order to the control of the first of the light of the old company, the stockholders of the old company, etch to the stockholders of the old company, the stockholders of the old to company, the stockholders of the old to company, the stockholders of the old to company, the stockholders of the ol

Eagle Brand, and the Red Cross outfli-was not considered complets without a liberal stock. Since the days of Dr. Kane, the exploring expeditions to the Arctic regions, have deemed it their mest important item of food. Lieuten-ant Peary only recently testified very highly of its value, and his present expedition was well supplied with it. Constant additions to the company's manufacturing facilities have been made year by vear, to keep pace with the increasing demand. New factories have been added, until now it operates fifteen very large plants, among which are some that outrank in size, capacity and actual product manufactured, any other factories of a similar nature in the world.

Promotions Recommended. WASHINGTON, D. C., May 23 .- Gen-

eral Otls cables as follows MANILA, May 23.

MANILA, May 23,
Adjutant General, Washington:
On urgent recommendation Lawton recommended Colonel Owen Summers to be brigadier general volunteers brevet; conspleuous gallantry at Maasan, Bulac bridge, San Isidro; Captain J. S. Case, major of volunteers brevet, distinguished services and gallantry at above blaces while acting as division engineer officer.
Colonel Summers is colonel of the Second Oregon volunteers, and commanded the advance brigade of General Lawton's division during his recent march morthward to San Isidro.

Christian Scientists Arrested.

BUFFALO, N. Y., May 23.-George H. Kinter, and Elizabeth L. Kinter, his wife, well known in Christian Science circles, were arrested to-day on war rants with manslaughter in causing the death of Ralph L. Saunders, nine years

death of Maipa L. Saumuers, may years old.

The boy is said to have died of pneumonia, and without incideal attention.

Mr. Saunders was formerly collector of customs for the Puget Sound.

IT'S folly to suffer from that horrible plague of the night, itching piles Doan's Ointment cures quickly and permanently. At any drug store, 50

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Bears the Chart Hillthies

FINANCE AND TRADE. The Features of the Money and Stock

Markets. NEW YORK, May 24.-Money on call steady at 21/03 per cent.; last loan, 3 per cent. Prime mercantile paper, 31/2@ 41/4 per cent. Sterling exchange steady, with actual business in bankers' bills at \$4.87%@4.88 for demand, and at \$4.85%@ 4 85% for sixty days; posted rates, \$4 86%@4 88%; commercial bills, \$4 85%.

Silver certificates, 61@61%c. Bar silver, 61%c. Mexican dollars, 4814c. Government bonds strong. State bonds inactive.

Railroad bonds strong Prices of stocks drifted to a lower level to-day in the uncertain and irregplar manner which is characteristic of a dull and undecided market. The dullness of the market is entirely normal for this time of the year, when the fate of the coming crops, on which so much depends, is still in the balance. In present conditions, however, the market has several unfavorable factors to contend with. In the first place there is evidently hanging over it some of the large holdings that were taken on for the purpose of avoiding a panic, and which are offered for realizing purposes at a certain point in any advance. In today's market also it was rather obvious that some of the newly floated industrials were not having an easy time. This was especially true of the various companies which were to have been aggregated in the projected great steel combination, the plan for which seems to have been materially altered. Amer ican Hoop Tin Plate, Steel and Wire and National Steel were all quite acutely affected, and in the late dealings Federal Steel and Colorado Fuel also succumbed to attack. The continued heaviness of Amalagmated Copper in the outside market also gave evidence of the saturated state of the public demand for new industrial securities. Added to these incidents of weakness, had a good field for operations. There

continued fears that the coming crop would turn out badly, and the bears was a very little resistance offered to this manipulation, but the operations were not very bold and not on a very large scale. The early strength Sugar served to deter them somewhat. The failure of the foreign wheat market, after the recent holiday, to be impressed with the fears expressed in the domestic market regarding the crops also had its influence in restricting the operations of the bears. The break in Sugar, however, and the persistent weakness of the steel stocks and the rally in wheat encouraged a late attack on the market, which was directed principally against the so-called Gould southwesterns and Brooklyn Transit. The whole railroad list showed the effect of the raid, but the grangers and Atchison preferred showed the best resistance. Net losses are the rule, but in the raliroads are restricted to fractions except for a few cases.

further decline in the price of copper. Air Brake lost 111/2 points. The demand for railroad bonds continued active and the market was strong, many of the reorganization 4 per cents continuing to make new high records. New issues which are in course of disposal by underwriting syndicates, and second grade bonds, are about all that have not been put at prohibitive prices. Total sales, par value, \$2,790,000. There is a good investment demand for government bonds, which are at record prices. The 2s, the 5s and the old 4s registered advanced 14 in the

was the leader in point of activity, and after covering 31/2 points, closed 15/8

lower. The tobacco stocks and Ana-

ter on London selling, accompanied by a

bid price to-day. The total sales of stocks to-day

amounted to 391,063 shares. STOCKS AND BOND QUOTATIONS. | do preferred | 33½ | Union Pacific | 433 |
Bal. & Ohio	...	505	50	preferred	15½	
Can. Southern	25½	do preferred	15½			
Central Pacific	55½	Wheel, & L. E.	85½			
Ches. & Ohio	...	25½	do preferred	15½		
Chi. R. & 125½	do preferred	...	25½			
Chi. & Alton	...	15½	do preferred	...	21½	
Chi. R. & 125½	do preferred	...	21½			
Chi. R. & 125½	do preferred	...	21½			
do preferred	...	22½	dams	Express	...	10½
Del. & Hudson	...	15½	do preferred	...	22½	
Amer. Express	...	10½				
do preferred	...	25½	do preferred	...	22½	
Amer. Express	...	10½				
Del. & Hudson	...	10½	do preferred	...	22½	
Den. & Hio G.	...	21½				
do first pre	...	32½				
Fort Wayne	...	18½				
Hinois Central	...	11½				
Lake Erle & W	15					
do preferred	...	25½				
Moble & Ohio	...	32½				
Moble & Ohio	...	32½				
Morthwestern	15					
Northwestern	15					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Nart, ...	25½					
Ore R. & Narthern	15½					
Ore						

The following quotations for National Steel stocks and American Tin Plate are furnished by Simpson & Tatum, City Bank Building.

NEW YORK MINING STOCKS.

Breadstuffs and Provisions.

Breadstuffs and Provisions.

CHICAGO—Wheat closed strong and le higher to-day, after an early decline of %c. Corn closed %c higher and oats a shade lower. Pork lost 2½@5c; lard 5@7½c and rbs 2½c.

Wheat news was bullish from the start, but the bears made a concerted effort to diverge holdings and the ¼c advance scored at the opening was turned into a %c decline during the first two hours' trading. The crop news became so bad, however, that the bears hesitated and then the bulls took an Inning. Buying orders came from every direction and in the scramble to cover the market advanced rapidly, closing within a fraction of the top price, Reports of heavy damage by rust in Hungary added to the advance. July opened ¼c higher at 74%@74½c; declared to 73½c; all-vanced to 75¼@75½c, and closed at 75½c.

Chicago received thirty-one cars, none two hours trading. The crop news became so bad, however, that the bears hesitated and then the buils took an indig. Buying orders came from every direction and in the scramble to cover the market advanced rapidly, closing within a fraction of the top price. Reports of heavy damage by rust in Hungary added to the advance. July opened ye hinher at 74%674%c; advanced to 75%675%c, and closed at 75%c.

Chicago received thirty-one cars, cone of which were graded contract. Minneapolis and Duluth got 414, compared with 323 for the same day last year.

The aggregate at western primary morkets was 546,000 bushels, against 735,000 bushels, against 735,000 bushels, last year. Atlantic port exports of wheat and flour were only 155,000 bushels. Cash demand was tame.

Corn weakened early on country selling and favorable weather, but turned strong near the close in sympathy with the advance in wheat. Receipts, 132 cars. July opened unchanged at 334,000 33%c declined to 33%c, and advanced to 33%c 33%c at the close.

Henvy receipts and a poor cash demand were against oats. Receipts 283 cars. July started a shade lower at 23½c; advanced to 23½023%c; declined to 23½0, and closed at 23½c.

Selling by packers, owing to the large receipts of hogs weakened provisions. July pork opened 50%4c lower at \$3.20, declined to \$8.17½, and closed at \$3.2½c. July lard opened 5½%b lower at \$3.20, declined to \$8.17½, and closed at \$3.2½c. July lard opened 5½% tower at \$3.20, declined to \$5.07% at the close. Ribs ruled dull within narrow limits. Estimated receints for Thursday: Ribs ruled dull within narrow limits.
Estimated receipts for Thursday:
Wheat, 37 cars; corn, 180 cars; oats,

290 cars; hogs, 38,000 head.

Articles.	Open.	High.	Low.	Close.	
Vheat, No. 2.	STOR		alress.	Service Co.	
May	73%	7514	73	74% 75%	
.Sep	74%	75	731	75	
orn. No. 2.	A CONTRACTOR OF THE PARTY OF TH	((0.000)	283		
May		33	3234	33	
Sep	3374		331	331/2	
Dats. No. 2.	99%	. 01	3378	31	
May	2014	2014	26%	26%	
July	2314	23 4	23%	231/2	
Sep	20%	20%	201/2	20%	
July	\$8 20	\$8 2215	\$8 1714	39 2244	
Sep	8 35	8 371	8 321	8 3732	
.a.d.	경기소의	SHOW	\$1500 C		
July Sep	5 10 5 2215	5 10	5 0715		
hort Rubs.	0.22	6 22 12	5 20	5 221/4	
July	4 7214	4 7214	4 6734	4 7214	
Sep	4 85	4 85	4 8216	4 85	

Flour steady, Wheat—No. 2 spring 73@74c; No. 3 spring 58073½c; No. 2 red 75@76½c, Cern—No. 2, 331¼@331½c; No. 2 yellow

spring 689/13/e; No. 2 red 759/76½c. Cern—No. 2, 331/4/6/331/e; No. 2 wellow 333/e.
Oats—No. 2, 251/4/6/27c; No. 2 white 29@
29%c; No. 3 white 25@29c.
Hy9—No. 2, 36/4/c.
Harley—No. 2, 36/4/c.
Flaxsecd—No. 1, \$1/06; new \$1/07.
Timothyseed—Prime \$2/35.
Mess Pork—Per barrel \$8/15/68/\$29.
Lard—Per 100 fbs., \$5/06/5/07½;
Short Ribs—Sides (loose) \$1/5/64/\$85.
Dry salted shoulders (boxed) 4%/4/4/c.
Short clear sides (boxed) \$5/09/65/05.
Whiskey—Distillers' finished goods, per gallon. \$1/26.
Clover—Contract grade \$6/30.
Butter—Quiet; creameries 12/6/16/c;
Eggs—Steady; fresh 13c.

Butter—Quiet; creameries 12@17½c; dairies 10@16c.
Eggs—Steady; fresh 13c.
Cheese—Steady; creams 8¾@9¾c.
NEW YORK—Flour, receipts 15,600 bushels; exports 3,400 bushels; market moderately octive and steady, closing figures with wheat.
Wheat, receipts 134,200 bushels; exports 35,900 bushels; spot market steady; No.2 red 82½c spot and to arrive f. o. b. affoat; No. 2 red 80½c elevator; options opened steady; closed strong at ¼@½c set advance; May closed 81½c; July closed at 79½c; September closed at 78½c; December closed at 78½c; Corn, receipts 158,900 bushels; exports 33,700 bushels; spot market quiet; No. 2, 40%@4½c f. o. b. afloat to arrive and spot; options opened steady; closed steady; dosed steady; May closed at 39½c; July closed at 39½c; September closed at 38½c.
Cars receipts 16 360 bushels; exports Gaste Seady; May closed at 364 bushels; exports Gaste Seady; September closed at 38½c.

steady; May closed at 39%c; July closed at 39%c; September closed at 38%c. Oats, receipts 152,600 bushels; exports 66,500 bushels; spot market easier; No. 2, 314c; No. 3, 304c; No. 2 white 34c; No. 3 white 334c; track mixed western 31633c; track white 34638c; options

Slow.

Hay quiet. Hops and leather steady.
Hides firm.
Beef and cutments steady. Lard
weak. Perk quiet. Butter steady.
Cheese easy. Eggs firm. Tallow steady.
Cottonseed oll dull. Rosin quiet. Turpentine steady. Molasses steady.
Coffee, options opened dull at unchanged prices; closed quiet; sales, \$,250
bass.

Sugar, raw firm; refined firm.

bags.
Sugar, raw firm; refined firm.
BALTIMORE—Flour quiet: receipts 17,293 barrels: exports 2,938 barrels. Whent dull and easy; spot and the month 751/6701/61; June 751/673/61; July 761/6776; stemmer No. 2 red 761/60 701/61; receipts 32,152 bushels; southern by sample 760/761/61; southern on grade 711/6/676/60. Corn quiet; spot, month and June 371/6/676/651/61; July 275/6/673/61; stemmer mixed 351/6/651/60.
371 bushels; exports 255/661 bushels; stemmer mixed 351/6/651/60.
371 bushels; exports 255/661 bushels; southern white corn 424/640/62; southern yellow corn 38/6/381/60. Onts dull; No. 2 white 331/6/61/60. Onts adult; No. 2 white 331/6/61/60. Chrs. tendy. Eggs firm. Cheese steady.
CINCINNATI—Flour steady. Wheat casy; No. 2 red 73.c. Corn steadier; No. 2 mixed 311/6/63/6. Onts active; No. 2 mixed 311/6/63/6. Onts active; No. 2 mixed 32/62/84/c. Rye firm; No. 2, 65c. Lard ensier at 34 874/6. Bulkmeats firm at 34 88. Bacon steady at 35 65. Whiskey steady, Eggs quiet at 12c. Cheese steady.

Live Stock.

#### Live Stock.

Live Stock.

CHICAGO—Cattle, fancy grades soid at \$5.55(5) choice steers \$5.25(5) 50; mediums \$4.50(4.95) beef steers \$4.25(4.25) bulls \$4.00(4.5) cows and helfers \$3.75(4.4) \$4.55. Calves \$5.00(7.50. Hogs, fair to choice. \$3.87(4.40.5) heavy packers \$3.55(3.85); mixed \$3.65(3.90) butchers \$3.75(3.57) light \$3.65(3.95); pigs \$3.55(3.85). Sheep, poor to prime, \$4.75(4.50); heavy packers \$3.35(3.85). Sheep, poor to prime, \$4.75(4.50); heavy sheep, 15,000 head; heap, 15,000 head;

CINCINNATI—Hogs active at \$3 25@

#### Dry Goods

Dry Goods

NEW YORK—The dry goods market to-day has presented a quieter appearance than for some days past, only a moderate amount of business in the aggregate being reported. Brown cottons are so scarce that business is checked thereby and recent advances in bleached cottons have somewhat reduced the demand. Course colored goods are quiet but firm, prints are firm without further new prices quoted. Ginchams Inactive, but no stocks of any account on hand. Woolen and worsted dress goods firm. Silks firm; demand quiet. Print cloths firm but inactive.

#### Metals.

Metals.

NEW YORK—The metal market continues flat. News was scarce and of indifferent purport to-day, with prices from opening to close uominally unchanged. The Metal Exchange called plg from warrants at the end of the session quet at \$11.50 nominal; lake copper dull at \$15.50 nominal; tin dull at \$25.65 bid and \$25.75 asked; lead quiet but steady at \$4.45 bid and \$4.50 asked; spelter spot unchanged futures dull and easy at \$5.75 bid and \$7.00 asked. The brokers' price for lead is \$4.25 and for copper \$18.50.

#### Wool.

pay higher prices or they have not suc-ceeded in getting the wool. A number of dealers are not offering their woo at all, and are practically out of the market

market,
The advance in the price of territory
wool in this market has resulted in checking the export movement, and the few remaining lots of Australian wool in bond owned by dealers are held at higher figures than foreign buyers will

nigner figures than foreign buyers will pay.

The sales for the week at Boston amount to 6,031,000 pounds domestic and 657,000 foreign, making a total of 6,688,-000 pounds, against a total of 8,315,500 for the previous week, and a total of 2,340,000 pounds for the corresponding week last year. Sales since January 1, 1899, amount to 96,291,800 pounds, against 48,345,000 pounds last year at this time.

NEW YORK-Weol steady,

Petroleum.

OIL CITY—Credit balances \$113; cer-tificates, highest bid for cash \$113; lowest bid for cash \$112½; closed \$113 bid for cash. Shipments \$2,672 barrels; old for cash. Shipments 82,672 barrels; average 77,024 barrels; runs 97,910 barels: average 79.846 barrels. NEW YORK-Standard oil \$4 66@4 68.

Medical.

# ILLIAMS'PILLS

A SURE RELIEF TO WOMAN for all troubles peculiar to her sex. ( Send by mail or from our Agent. \$1.00 per box WILLIAMS MFG. CO., Props., CLEVELAND, OHIO. For sale by C. H. GRIEST & CO., 1133 darket street.

### MOTT'S PENNYROYAL PILLS



Steamers.

#### CITY OF PITTSBURG.

CITY OF PITTSBURG.

Pittsburgh and Louisville Packet, lcaving Wheeling every Tugsday at 2 p. m. for Louisville. Arriving at Wheeling every Monday at 11 a. m. for Pittsburgh. Rates from Wheeling to Cincinnati \$12 round trip; Louisville 41 round trip. Freight for all points, and Louisville. Treight for all points, and Louisville. John Scott, Purser. John Scott, Purser. V. K. SMITH, Agent, Exchange Bank Building. Telephone No. 59. my16



very Tuesday at 8 a. m. Steamer VIRGINIA-T. J. Calhoon, Mas-r; R. H. Kerr, Purser. Every Thursday tt 8 a. m. For Freight or Passage Telephone 230, CROCKARD & BOOTH,

#### BALTIMORE & OHIO RAILROAD.



eave. a. m. •12:25 •12:25 •12:25 From Wheeling to Grafton and Cumberland... Washington and Baltimore. Philadelphia and New York Pittsburgh and Cumberland Washington and Baltimere. Philadelphia and New York Grafton and Cumberland... Zanesville and Newark.... Columbus and Chicago.... • 7:35 • 7:35

Zanesville and Columbus.... Cincinnati and St. Louis.... Grafton and Cumberland... Washington and Baltimore Zanesville and Newark.... Zanesville and Newark.
Columbus and Chicago.....
Washington (Fa.) and Pitts.
Philadelphia and New York
Grafton and Cumberiand...
Washington and Balimore.
Washington and Balimore.
Washington and Malimore.
Washington and New York
Zanesville and Columbus...
Cincinanti and St. Louis.
Pittsburgh Excursion.
Pally Excent Sunday.

Pittsburgh Excursion | 2 3000 31.100

\*Daily, Excursion | 2 3000 31.100

\*Daily, Excursion | 2 3000 31.100

\*Daily, Excursion | 2 3000 31.100

\*Pullman Sleeping or Parior Cars on all through trains

T. C. BURKE,

City Passenger and Ticket Agent, Wheeling, Agent for all Steamship Lines,

Ing. Agent for all Steamship Lines.
D. UNDERWOOD, D.B. MARTIN,
General Manager, Mgr. Pass. Traffic
Baltimore.

#### THE Cleveland, Lorain & Wheeling

RAILWAY COMPANY.
Schedule in Effect May 14, 1899. Central Standard Time ARRIVE. Lorain Branch. | a. m. p. m. p. m. a. m. | 11 | 15 | 15 | 6

*** THE PARTY AND INC. SEC.		44.	4 1 445	1 .
Lorain	6:15		4:25	
Elyria	6:31			
Grafton	6:51			
Lester	7:10	1:57	5:15	10:3
	a. m.		p. m.	
Main Line.	1	3	5	7
Cleveland	7:10	1:00	5:10	
Brooklyn	7:30	1:16	5:26	La cons
Lester	8:12	2:02	6:22	FIE 32
Medina	8:23	2:11	G:32	
Chippewa Lake	8:34	9.99	6:43	
Seville	8:43		6:55	1000
Sterling	S:49		7:01	
Warwick	9:11	2:58	7:20	Marie Co
Canal Fulton		3:05	7:31	4515
Massillon	9:39	3:23	7:50	6:3
Justus	9:58		8:00	6:4
Canal Dover	10:26	4:00	8:36	
New Philadelphia	10:33			7:0
(ar.) Uhrichsville	10:50			
(de.) Uhrichsville	11:15			7:4
Bridgeport	11.05	7:00	POSSESS.	10:00
Bellaire	2,20	7:15		40.00
	ART.		-	-

a. m a. m. p. m. p. m. 2 4 6 8 Bellaire Bridgeport (ar.) Uhriehsville (de.) Uhriehsville New Philadelphia Canal Dover Main Line. 2 4 6 6

5 550 1340

4 140 505 1340

4 150 8110 3345

4 150 8121 3345

4 150 8121 3456

4 150 8121 4 102

5 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 4 153

6 150 918 6 144

6 150 918 6 144

6 150 918 6 144

6 150 918 6 144

6 150 918 6 144

6 150 918 6 144

6 150 918 6 145

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6 150 918 6 150

6

Canal Dover.
Justua
Massilion
Canal Fulton.
Warwick
Sterling
Seville Chippewa Lake, Medina Lorain Branch. 

Lorain 9:10 | 11:30 | 7:10 | 2:55
Electric cars Bridgeport to Wheeling,
Beilatre and Martin's Ferry.
Consult agents for best routes and lowest rates to all points.
General Passenger Agent.

General Passenger Agent.

Ceneral Passenger Agent.

The Short Line between Fairmont and Carksburg, Quick Time-Fast Trains-Bure Connections. When traveling to or from Clarksburg or West Virginia and Pittsburgh railroad points, see that your lickets read via the Monogahein River Italiroad. Close Connections at Fairmont with B. & O. trains, and at Clarksburg with B. & O. trains, and at Clarksburg with B. & O. and W., V. & P. trains. Tickets via this route on sale at all B. & O. and W., V. & P. R. Stations, and W., V. & P. R. Stations, and W., V. & P. R. Stations.

## RAILWAY TIME CARD.

Arrival and departure of trains on and after May 14, 186. Explanation of Ref-erence Marks. \* Daily, 1Daily, except Sunday, 1Daily, except Saturday, 1Daily, except Monday, §Sundays only Satur-days only, Easter, Standard Time. days only. Easter, Standard Time.

Depart, B.&O. Main Line East, Arrive.

12:25 am Wash, Bal, Phil, N.Y. '8:20 am.

5:00 pm Wash, Bal, Phil, N.Y. '8:10 am.

7:00 sm. Cumberland Accom... '4:00 pm.

7:00 am. Grafton Accom... '8:00 pm.

5:00 pm. Grafton Accom... '8:02 am.

10:50 am. Washington City Ex. '10:30 pm. Depart, B.&O.—C.O. Div. West 7:25 am For Columbus and Chi. 10:15 am, Columbus and Chien. 11:40 pm, Columbus and Chien. 2:20 pm Columbus and Chi. Ex. 10:15 am, St. Clairsville Accom. 18:20 pm, St. Clairsville Accom. 18:20 pm, St. Clairsville Accom.

Depart. Ohio River R. R.

\*6:33 am Park, and Way Points,

\*8:60 am Charleston and Cincin,

\*11:19 am Cincin, and Lexington,

\*11:25 am Cincin, and Lexington,

\*2:45 pm Park, and Way Points,

\*5:59 pm Park, and Way Points

Depart B., Z. & C. R. R. Bellaire. 10:10 am Mall, Express and Pass 5:00 pm Express and Passenger. 2:25 pm Mixed Freight and Pas.

Railroads.

Pennsylvania Stations. √ennsylvania Lines. Trains Run by Central Time AS FOLLOWS :

Daily. †Daily, except Sunday. "Sunday only.

Ticket Offices at Pennsylvania Station on Water street, foot of Eleventh street, Wheeling, and at the Pennsylvania Station. Bridgeport.

SOUTHWEST SYSTEM—"PAN HAN-

DLE ROUTE.

From Wheeling to Wellsburg and Steubenville. McDonald and Pittsburgh... Indianapolis and St. Louis... Columbus and Cincinnati... Dayton... Weltsburg and Steubenville. McDonald and Pittsburgh... Pittsburgh and New York... Philadelphia and New York Baltimere and Washington. Steubenville and Pittsburgh McDonald and Dennison... p. m. † 8:15 Pittsburgh and New York. f 6:00 n, m. † 6:07 † 6:07 † 6:07 † 9:53 Indianapolis and St. Louis, Dayton and Cincinnati.... Steubenyille and Columbus, Pittsburgh and East......

NORTHWEST SYSTEM-CLEVELAND & PITTSBURGH DIVISION. Trains Run Dally, Except Sunday, as fol-

From Bridgeport to Fort Wayne and Chicago.. Canton and Toledo ...... Alliance and Cleveland..... Steubenville and Pittsburgh 9:09 Fort Wayne and Chicago... Canton and Crestline...... Alliance and Cleveland.... Steubenville and Wellsville, Phindelphia and New York, Toronto and Pittsburgh... 1:10 Steubenville and Wellsville Baltimore and Washington. New York and Washington Steubenville and Pittsburgh

Parlor Car Wheeling to Pittsburgh on 2:55 p. m. and 6:00 p. m. train. Central time. (One hour slower than Wheeling J. G. TOMLINSON,
Passenger and Ticket Agent.
Agent for all Steamship Lines.



Time Table Taking Effect May 21, 1899. Leave 6:39 a. m. Daily—Accommodation for Moundsville, Clarington, New Mar-tinsville, Ststersville, St. Mary's, Wav-erly, Willamstown, Parkersburg and in-termediate points.

for Moundsville, Charington, New tinsville, Sistersville, St. Mary's, Waverly, Willamstown, Parkersburg and intermediate points.

Leave Sistersville, St. Mary's, Williamstown, Parkersburg, Even Williamstown, Parkersburg, Ravenswood, Millwood, Mason City, Point Pleasant, Galipolis, Huntington, Keneva, Charleston, Cincinnant, Louisville and all points South, East and West. Parlor car to Kenova.

Leave Hillo a. m. Dally—Express for Moundsville, Powhatan, Clarington, Proctor, New Martinsville, Sistersville, Friendly, St. Mary's, Waverly, Williamstown, Parkersburg, Ravenswood, Mason City, Point Picasant, Gallipolis, Huntington, Kenova, Charleston, Ashland, Russoll, Ironton and Intermediate points south of Parkersburg, Parlor car to Tarke 1999, p. m. Except Sunday)—Express for Sistersville, Priendly, St. Mary's, Waverly, Williamstown, Parkersburg, and intermediate points, Leave 6:59 p. m. (Except Sunday)—Express for Sistersville, Priendly, St. Mary's, Waverly, Williamstown, Parkersburg, and intermediate points and intermediate points.

Leave Sistersville, Priendly, St. Mary's, Waverly, Williamstown, Parkersburg, and intermediate points and intermediate points.

Leave Estar Sistersville, Priendly, St. Mary's, Waverly, Williamstown, Parkersburg, and intermediate points for Sistersville.

LATE LE MAY, City Passenger Agent, 1750 Market street, J. G. TOMLINSON, Ticket Agent, Union Station.

Wheeling & Elm Grove Electric Railways

Cars will run as follows, city time: WHEELING TO ELM GROVE, ELM GROVE.
Leavo Elm Grovo
n. m. p. m.
5:45
6:15
6:45
7:15
4:45
7:15
8:15
6:45
7:45
8:15
6:45
7:45
8:15
10:45
10:15
10:45
10:45
11:45
11:45
11:45
11:45
11:45 7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30 8:30 p. m. 12:15 B:00 12:00 9:15 12:00 1:00 1:30 2:00 Extres turn: 12:45 1:15 1:45 9:45 10:15 10:45 11:00 Ro-9:20 Wheeling to Park LEAVE WHEELING

GREATEST FACILITIES FOR THE Prompt Completion of Orders at the Intelligencer Job Strinting Office.

p. m. 8:15 4:15 p. m. 4:15 5:15